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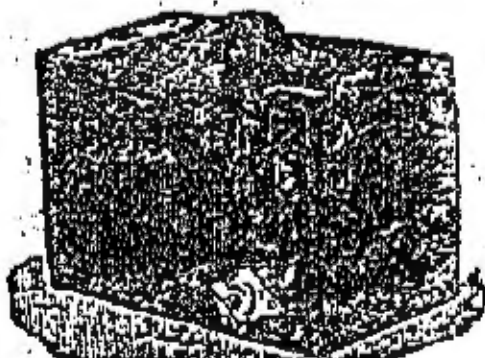
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[a1914]

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## BIRTHS.

On 17th September, at Kuling, to J. H. and  
Mrs. Hill, a son.  
On 9th October, at Shanghai, the wife of J. W.  
H. Jern, of a son.

## DEATH.

On the 8th October, ELIZABETH C. NUNN, widow  
of the late CHARLES NUNN, formerly of Chin-  
kiang, aged 58 years.

## The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, OCTOBER 17th, 1904.

It is a speculation of much interest how far and in what manner the war between Russia and Japan will influence the relations between the latter country and China. The want of nerve and of straight-forwardness on the part of China had much to do with the state of affairs which led up to the war. It has been the policy of China to claim its rights of suzerainty in adjacent countries, long after it has ceased to have effective authority over them; and this policy with regard to Manchuria left it open to the encroachment of any Power sufficiently venturesome and sufficiently strong to establish itself there. Russia was scarcely likely to overlook so apparently easy a field of aggrandisement, and her ambition once inflamed, it is not surprising that she should after establishing herself in Manchuria, despite her repeated promises to evacuate the country, have pushed her position so far as to become a serious menace to Japan. How far China assisted her in this it is possible for outsiders only to surmise; but there can be no question that her acquiescence in Russian encroachment has been of a marked character, though it was probably due chiefly to her feeling it impossible to offer effective resistance to so powerful a nation as Russia. This fear will have been to some extent removed by the success with which Japan has opposed a foe with whom

few thought she would in any way be able to contend, and the Chinese cannot fail to begin to look with less complacency than formerly upon encroachments which they were before willing to accept as the inevitable.

It is perhaps unfortunate that there has been a historical antagonism between China and Japan. But for the want of confidence between them the Chino-Japanese war, which was really the fore-runner of that between Russia and Japan, need not have taken place, nor would the opportunity have been afforded to Russia to push forward in Manchuria in a manner which has proved a standing menace to both these nations. Russia managed by ingenious diplomacy to filch from Japan the fruits of her success over China—and, after objecting that Japan's establishing herself in any way in Manchuria would be a menace to Peking, contrived with the assistance of France and Germany to diplomatically Japan away and then simply put herself in Japan's place.

The effect, however, of the Russo-Japan war is likely to be to cause China to reflect seriously on her position of antagonism to a neighbouring empire, with which her interests are so closely bound up as Japan. So long as Russia was supposed to be of overwhelming power, it is not unlikely that the Chinese would prefer her influence in Manchuria—even to the extent of almost completely resigning that dependency to her,—to sharing her somewhat shabby power there with her historical rival. Recent events, however, must have had the effect of making China seriously reflect upon the danger which she incurred in her choice of a supporter. By tacitly siding with Russia against Japan she was encouraging the encroachment of a Power, which if not checked, would undoubtedly override both Japan and herself. Such a policy would have inevitably brought about the greatest disaster to China but for the stand which Japan, far wiser than her neighbour, has made against it. What really China has to consider is what is the policy she can adopt under existing circumstances least calculated to menace her integrity. The weak hold which she has alone been able to retain upon her outlying provinces, is the chief source of trouble in respect of her foreign policy. It was the cause of her quarrel with Japan, who could not with prudence allow the way towards Korea and her own country to be left so freely open, and it was thus also the underlying cause of the hostilities between Russia and Japan. The question which now arises is whether China can adopt any policy which will render this state of things impossible or at least unlikely in the future. If she could re-establish herself firmly in Manchuria; and place herself in a position to withstand further encroachments from Russia, the problem would be easy of solution. But there is little hope that she could do this alone, and less hope that such an end could be attained by any understanding with Russia. How little promises from that quarter can be relied upon, must at the present time be too apparent to the Chinese.

The reliance upon other foreign nations restraining Russian advances hitherto largely relied upon, must by this time be looked upon as delusive. The only nation who it might be hoped would do so is Great Britain; and we are not now quite so ready as formerly to pick other people's chestnuts out of the fire—while the idea of increasing our already too large responsibilities by territorial acquisitions in China, is one that would commend itself to no section of the British public in the present day. Under these circumstances it would appear likely that China may consider it wise to accept the situation and to endeavour to come to a friendly understanding with Japan with regard to Manchuria. What form any co-operation between the two nations will take permanently must be dependent upon many contingencies which cannot now be fairly estimated. A joint understanding for protecting both Manchuria and Korea, in some form or another, must, however, be to the benefit of both nations. The possibility of those countries being absorbed by Russia is a common danger which should be met by common action. Of course the chance of Japan adopting a dominant and overriding attitude is a contingency against which China may justly be upon her guard; but this danger is much greater in respect to Russia; and indeed may probably be but slight so far as Japan is concerned. Her declared policy in this respect is entirely in the opposite direction. So long as she is secured against encroachment either in Manchuria or Korea such as may menace her own independence, she is willing and indeed anxious that the integrity of China should be preserved. Upon

this basis, she was ready to come to terms with Russia, before war was declared, and there is no reason to suppose that in the future she will desire to greatly depart from it. So far as European nations generally are concerned a good understanding between China and Japan is desirable in many ways. We have no reason to doubt that the latter country is sincere in her declared desire to continue in the direction of foreign progress; and her policy with that European nations (Russia of course excepted) who desire commerce rather than conquest and whose true interests lie in the former direction. The idea that it is quite easy for any Foreign Power who has a mind to do so, to establish itself in the Far East has been rudely shaken by the war; and it will be long before any Power is likely to emulate the action which has proved so costly an experiment to Russia.

Sir Henry Blake has been touring Ceylon in a motor car.

The Criminal Sessions of the Supreme Court commences to-morrow.

Singapore autumn race meeting takes place to-morrow, Wednesday and Thursday.

The German Mail of the 14th September was delivered in London on the 14th inst.

It is proposed to introduce a nickel coin of the denomination of one anna in India.

H.E. the Governor will attend the Volunteer "Night Manning" by the Engineer Company, on Tuesday.

An ordinance is under the consideration of the Government of Burma for the construction of tramways in Rangoon.

The Justices assemble on the 1st prox. to consider applications for transfer of licences. The annual sessions will be held on the 15th.

Major J. J. O.B. Sexton of the 11th Madras Infantry is now in charge of the camp of interned Russians at Kowloon.

A "Chess and Checker Club" has been formed in Manila to promote chess and draughts playing in the Philippine Islands.

In eight years there has been an increase of £220,000,000 in the national income of Great Britain. Only the income from land has shown a decrease.

On Saturday morning there was a slight outbreak of fire in a match at the West Point Gas Works. It was extinguished before the Fire Brigade arrived. A quantity of coal was destroyed.

On Saturday afternoon there was a muster of Volunteers at Headquarters for the purpose of proceeding to Jubilee Road for maxim gun practice. Commandant C. G. Pritchard was in command.

On Saturday morning the Pollard's Lilliputian Operatic Company arrived by the steamer *Taiwan*. The Company will open at the Theatre Royal to-night with "The Belle of New York."

Mr. Geo. P. Lammert, auctioneer, will sell by public auction to-day at 3 p.m. on the premises, valuable leasehold property known as No. 5 Bonham Strand. Mr. F. X. d'Almeida Castro is solicitor for the vendor.

Major-General Wade was expected to leave Manila for home on Saturday. His successor in the command of the troops, Major-General Corbin, is due to arrive on the 20th inst. In the interval the command is held by Major-General Wood.

On Saturday night the Amateur Dramatic Society of the Catholic Union gave their third performance of "St. Louis in Chains," and the farce "Blue Devils," before a fairly good audience. They hope to give another performance sometime near Christmas.

The Hongkong Volunteer force has been augmented by the addition of Messrs E. E. Annett, F. C. Hall, J. W. Bains, P. Ryan, H. C. Gray, and A. A. Park. Gunner T. C. Gray, resigned. Mr. C. D. Melbourne is gazetted as a recruit of the Volunteer Troop.

On Saturday it was reported that on the previous afternoon while a cooie was working in a sump, connected with the new dock at Quarry Bay, at a depth of over 30 feet below ground level, a piece of timber fell on his head and smashed his skull. Death followed immediately.

The programme of music to be performed by the Band of the 110th Madras Light Infantry on the Parade Ground this (Monday) evening, from 4.30 to 6 p.m., is as follows:—March "Musical Ride" Upton; Overture "Triumph" Suppe; Selection "Country Girl" Monckton; Valse "Christies" Lehman; Song "Garden of Sleep" Geoffrey; Dance "Arabian" Sara-kwoskie. "God save the King."

The Ceylon Observer hears that the new Treasurer of the Hon. Mr. H. C. Nicolle, (formerly of Hongkong) is a great contrast to his predecessors. The present head of the Treasury is always in office about 9.30 a.m. and leaves late, while former chiefs there used not to come till noon and then left early. With good work at the Treasury, says our contemporary, business in Colombo should become smarter proportionately.

In the first Rugby practice game, played at Happy Valley on Saturday afternoon, Sandford's team scored three goals (including one drop goal) and two tries to one goal by Chord's team.

Admiral von Pritzwitz of the German flag-ship *Hansa* came ashore on Saturday to pay formal official calls and was received by a guard of honour of the Sherwood Foresters at Blako Pier. Consul-General Kruger accompanied the Admiral during his stay on shore.

The next ship to be despatched with coolies to South Africa is the *Sikh* (Captain J. Rowley). She has accommodation for nearly 2,000 coolies, and is expected to be ready for sea in about ten days' time, when her outfitting at the Kowloon Docks should have been completed.

Kang Yu-wei, a banished "reformer," recently remarked to a London reporter:—"Thousands of books of instruction, both English and Japanese, are being translated and distributed throughout China, and as soon as the Empress Dowager dies there will be a great awakening in China. Even as it is, the old Chinese Civil Service examinations based on the classics of Confucius have been abolished, and all the better classes are studying Western methods."

It is reported from Weihaiwei, says the *Chefoo Daily News*, that Messrs L. W. Sing Tai & Co. of Chefoo, have practically completed negotiations for the purchase of the King's Hotel there. The property is a valuable one, and under normal conditions enjoys a liberal patronage from guests arriving from points as far away as Singapore, Chefoo and Weihaiwei, being the summer resorts of the China coast. Messrs. Sing Tai & Co. are largely interested in hotel property locally, having added to their former holding (the Sea View Hotel) by the purchase of the Beach Hotel from Mr. E. Perez early this season.

A wonderful swim was accomplished last month by Burgess, the Yorkshireman and French champion, who swam fifteen miles on a direct course from the English coast to Calais, and drifted another seven, making altogether twenty-two miles in eight hours and three-quarters. Burgess finished a few miles off Cape Grisnez, the last four hours having been swum in a gale and with heavy waves breaking over the steamer accompanying the swimmer. In spite of the heavy sea, he kept up an average speed of two miles an hour, with twenty-eight strokes to the minute. He was urged to give up on account of the weather and complied reluctantly. He climbed up the tug's ladder without help.

Most surely do we believe, comments the *Foochow Daily Echo*, that public opinion will be entirely with the *Hongkong Daily Press* in its leading article of 1st inst. Whilst congratulating the Hon. R. Sheehan on the ability which marked his criticism of the Colonial Estimates at the meeting of the Legislative Council, at the same time it expresses its regret that he should have "treated nearly every point with a flippancy which might be suited (the italics are our own) to a debating Club" etc. We would almost go so far as to say that a debate between Vithi Form boys at any public school at home would on a serious subject have been more dignified. Whilst if any boy sprinkled his speech so freely with such inept and pedantic quotations, he would, let us say "never hear the end of it." His attack, two or three years after the event, on the renaming of Peder's wharf as Blake Pier was the worst of bad taste, as a virtual renewal of the notorious, undignified, and bickering correspondence between himself and Sir Henry Blake.

A correspondent of *L'Indo-Chinois*, writing from Hoehow on the commercial importance of Lontcheou, four hours' steam from Quanghai, says the town is in direct communication with Hongkong, Macao and other places, and steamers of considerable size flying the English, Portuguese and Chinese flags make regular voyages between that port and Canton. For some time, the correspondents, says the firm of P. Lemire & Co. of Hongkong, sent the steamer *Paul Dornier* there, and it entered advantageously into the competition, but "one fine morning," the Chinese pursued and fired on the ship, which sought a timely refuge in the waters of Quanghai. At the same time the Portuguese steamer *Macao* and some English vessels continued their voyages without the slightest molestation. The reason of the prohibition given by the Viceroy of Canton was that Lontcheou was not an open port. But why tolerate the Portuguese and English? asks the correspondent, who complains of the inertia of the Consuls in the matter. He adds the report that in the case mentioned the Consul did make a claim on the Chinese authorities who replied that they had the right to open or close their ports as they pleased. The correspondent concludes by urging that this place by reason of its situation between Quanghai and Tonkin should be under the effective influence of France.

## LATEST STEAMER MOVEMENTS.

The s.s. *Rubi* left Manila on Saturday, the 15th inst., at 10 a.m., and is due here to-day at 2.30 p.m.

The P.M. Co's steamer *China*, with mails, &c., which left hence September 15th for San Francisco via Shanghai, Nagasaki, Kobe (Inland Sea), Yokohama, and Honolulu, arrived at her destination on the 13th inst.

The T.K.K. steamer *America Maru*, with mails, &c., which left hence September 8th for San Francisco via Shanghai, Nagasaki, Kobe (Inland Sea), Yokohama, and Honolulu, arrived at her destination, on the 8th inst.

## TELEGRAMS.

[FROM OUR OWN CORRESPONDENT.]

LONDON, 15th October.

The King of Saxony is dead.

(King Albert of Saxony was born April 23rd 1828, and has reigned over this German kingdom since 1873. His brother, Field-marshal Prince George, born in 1832 and married to Maria Anna Infanta of Portugal (who died in 1884), is the heir. This important province of the German Empire has 4,856 English square miles, and a population in (1900) of 4,194,758. In 1895, the Roman Catholic subjects numbered 140,275, and the Jews 9,902. Dresden is the capital.—Ed.)

[REUTER'S SERVICE.]

THE DUKE OF CONNAUGHT'S  
ACCIDENT.

LONDON, 14th October.

The recent accident to the Duke of Connaught was due to a collision. The Duke, who was accompanied by Major Murray, was thrown out of the car. It is officially stated the Duke is suffering from a scalp wound, and an injury to the left ear, but no serious consequences are anticipated.

HERERO REINFORCED.

LONDON, 14th October.

Hendrik Wilboi, the most influential Hottentot chief in Namaland, hitherto most ostentatiously loyal, has declared war on the Germans, and it is expected that the bulk of the Hottentots will now join the Hereros, thereby doubling Germany's difficulties in south-west Africa.

V. H. C. "SMOKER."

The V. H. C. "smoker" on Saturday was a great success. There was a very fair attendance. The gymnasium, where the concert was held, was given a very cheerful appearance with bunting and other decorations. The company did not break up till about midnight. Mr. G. H. Edwards sang "The Vagabond" in his usual excellent voice. A violin solo by Mr. L. A. da Graça followed. He played well in tune and very sweetly, but the timbre was weak; probably the fault of the instrument, as the bowing seemed correct. Mr. A. R. Evans, a low comedian, next rendered in his best style, "Just as I was getting into bed." Although not a classic, his song was immensely popular and he had to respond to an encore. In the second part of the programme Mr. Evans again gave a song, "Ding dong," which was also encored. Mr. H. A. Tozer also gave several comic songs which, of course, necessitated his reappearance, and his laughing song caused genuine hilarity. Mr. Tozer needs no "make-up" to add to the effect of his vocal efforts, his genial smile causing ripples of laughter even before the song begins. An instrumental piece, played by six instruments, was a decided hit. It was one of A. E. Matt's charming suites. The first part consisted of a march movement in which the performers showed a tendency to hurry towards the end. The second part, a nocturne, gave full scope to the violins, and Messrs. Barlow and Hickman put great expression into their part, ably backed up by the cello and viola. (Mr. Koenig and Dr. Swan). In response to prolonged applause the last movement, "Caprice," a woodland frolic—was played by way of encore. This was particularly frolicsome as well as tuneful, and the finale was really a fine finish in which all the instruments were played with the utmost vim. Mr. E. Darnburg played the piano part, and as the piano happened to be a good one, this materially helped to make the suite a success. Another instrumental item consisted of Braga's well-known "Serenade." Mr. Anderson played the "lead" on his oboe, and although rather a difficult part to sustain, the oboe was heard to advantage. The violin obligato however was thin, in fact almost inaudible at the back. Had the violin and oboe changed parts the balance would have been better.

Mr. Frank Austin's song was a great treat. He selected "The Rebel" and could with advantage have put more verve into a song such as this, but his voice was excellent and his words quite distinct. Mr. C. A. Brown gave "The Village Blacksmith" in admirable style, and has a really good voice. Mr. Koenig's cello solo was excellent as regards technique, and Mr. Koenig correctly negotiated the most difficult passages, but the solo selected did not allow of that "sonful" treatment which one somehow yearns for in a cello.

Mr. Grace's banjo solo was encored, and his second effort was even better than the first. Mr. P. W. Goldring sang several of his old favourites. Except in one song, his singing was quite up to his best form, which is the highest praise one can give to this well-known and popular tenor.

Much of the success of the concert was due to the able manner in which Mr. Bovet accompanied the songs.

The "Incidental music" was contributed by the Band of the Sherwood Foresters, who played well, noticeably the euphonium.

At the conclusion Mr. R. H. B. Mitchell, hon. treasurer of the club, acting as chairman in the absence of Mr. Arthur Chapman, made a few remarks about the progress of the Club. He spoke in the highest terms of Mr. Harold Austen, the hon. secretary, whom he described as the most energetic hon. secretary of a club he had ever known.

## THE INTERPORT SHOOTING MATCH.

Mr. Mowbray Northcote has received from Penang a telegram announcing that rain had prevented the Penang team from finishing their shooting.

## THE WAR.

[JAPANESE OFFICIAL DESPATCH.]

GREAT RUSSIAN DEFEAT.

RUSSIAN CASUALTIES: THIRTY  
THOUSAND.

Tokyo, 16th October.

Marshal Oyama's reports of the 15th instant state that 4,500 Russians were found dead on the battlefield, in front of the Japanese right army, besides many more still uncounted.

There were 100 new prisoners. It was estimated that the total Russian loss in front of this one army was alone over twenty thousand.

The Russian losses in front of the Japanese centre and left are being investigated.

LATER.

The number of Russian corpses buried by the Japanese up to Thursday, previously reported at 2,000, referred only to the left army's position.

In front of the central army were 2,500 left on the field.

The total number of Russian corpses so far ascertained has reached 8,550.

Those figures, however, do not take into account the result of the fierce engagements with the left army on Friday and Saturday. There are many more waiting to be picked up.

Tokyo, 13th October.

Marshal Oyama's reports of Friday's fighting included the following statements.

The column under Prince Kanin has been fighting on the left bank of the Taitseho, at a point seven miles east of the Pansheho.

The attacks and general advances were successful all along the front. The left army captured ten more guns.

LATER.

The Russians were driven to the right bank of the Shaho, thus fundamentally destroying their plan of attack.

Russian casualties were estimated at over thirty thousand. Our men buried over two thousand Russian corpses on Thursday.

The booty taken included a vast number of rifles; also ammunition carts, &c., and the guns already reported.

[REUTER'S SERVICE.]

THE YENTAI AFFAIR.

LONDON, 13th October.

Marshal Oyama met General Kuropatkin's advance with a general advance of his main strength along a broad front, from the line at Yentai. The Russians who were apparently scattered, tried to strike before they had concentrated, and the forces came into touch on Tuesday. Besides a direct movement the Russians attempted to strike the Japanese right at two points, widely separated.

## MURDEROUS FIGHTING.

LONDON, 14th October.

The capture of fifteen guns by the Japanese is officially admitted in St. Petersburg. Russian correspondents agree that the fighting has been of a more desperate character than at Liaoyang, and that the combatants have a complete disregard for life. Positions were taken and retaken six and eight times daily at a terrible cost. Frequent hand-to-hand encounters occurred, in which both sides threw hand grenades with murderous effect. Cannonades continued nightly.

## PORT ARTHUR ATTACKS FIERCER.

LONDON, 14th October.

General Stoessel reports that the Russians on the 1st instant, recaptured Signal Hill. The Japanese were bombarding the interior of the fortress from new batteries; and the bombardment was becoming more and more violent.

## POLICE COURT.

Saturday, 15th October.

BEFORE MR. H. H. J. GOMPERTZ, (ACTING  
FIRST MAGISTRATE).

## TOO MUCH HURRY.

Capt. McIntosh, of the s.s. *Benatter*, charged the masters of the launches *Li Choy* and *Li Hung* with towing lighters to his steamer and making fast while he was still under way; and with refusing to let go when ordered.

The defendants were fined \$25 each.

## THIEF.

A cook employed at No. 2, East Street, a pawnshop, was charged with stealing silk clothing to the value of \$454—goods pawned with his master. Some \$190 out of \$250, for which defendant pawned the articles at various shops, was recovered from the man's person when he was arrested. He was sentenced to six months' hard labour and six hours' stocks.

BEFORE MR. J. H. KEMP, (ACTING  
SECOND MAGISTRATE).

## ASSAULT.

An Indian constable convicted of assaulting another Indian was sentenced to three weeks' hard labour. The sentence entailed dismissal from the force.



## HONGKONG JOTTINGS.

I noted remarks on gambling, and though agreeing with them in the main I cannot help feeling regret that our laws in their incidence are responsible for so much of what may be termed "State created crime." In China they neither regulate the hawkers nor, as a rule, prohibit a gamble; whilst in this Colony the Police (who look the other way when an awkward row is in progress) descend like an avalanche upon the small bay hawking ground nuts without a licence, or upon the coolie indulging in a little gamble on the quiet with some chums. I do not question that our way is the right one, but it seems a pity to fill a big bowl with persons guilty of what they have been brought up to regard as no offence. All the while those Europeans who should set them an example, spend half the night in gambling at "Bridge" and even ladies, who should be looking after their little ones, waste the shining hours in playing this game for points.

I see that the "Woodcutter" as Mr. Shevan sardonically called him, is continuing his career of vandalism in the woods at Aberdeen, and the spoils of the crusade, in heaps of split fir, lie on the bare hillside. I had hoped—as I am sure the public had generally—that the adverse criticism would have stayed his ruthless hand. But no, the pursuit of dollars would seem to render both the Woodcutter and his friend the Colonial Secretary, blind alike to the ravages their sordid scheme is causing among the beauties of the island and insensitive to the ill effect it will have on the health and the rainfall of the Colony. If the Chief Gardener wants some further scope for his energies than is afforded by the care of the Public Gardens, let him set to work to plant the miles of bare slopes which still exist on the hills both on this island, on Lantau, Chung-show, Lamna, and the New Territory. If he will but look around he will find that it is not at all necessary to fell in order to plant. He can plant without destroying.

It is probable that our Sanitary Board is already acquainted with the suggestion of rat-hunting as "a pastime for gilded youth" put forward by Sir James Crichton Browne in his presidential address at the Sanitary Inspectors' Association Congress last month, but I have pleasure in bringing the suggestion to the notice of the gilded youth of Hongkong and that far more numerous class who sigh for a little shooting and are unable in a day's tramp to observe anything tempting enough to expend powder and shot on. Sir James was discouraging on the necessity of exterminating rats in plague and other disease-ridden districts, and expressed a desire to see the sporting instincts of the nation enlisted in the process. Rat-catching, Sir James ventured to remark, must be quite as exciting and elevating as pigeon-shooting. "If the sporting papers," he said, "gave a description of the battles and reports on the bags, with the odds on the favourite rat catchers, and portraits of the record breakers, these pernicious little rodents would soon become scarce—unless, indeed, enthusiasts must take to breeding and laying them down as we do pheasants. Great things may be expected when sport, fashion, and snail's on join hands in rat catching."

In Hongkong, our Sanitary Board spends I don't know how many dollars a year on rat-catching, and as economy is supposed to be the constant watchword of the spending departments of the administration, this suggestion coming as it does from the President of the Sanitary Inspectors' Association, will no doubt receive a due share of that most earnest and careful consideration which the Board promises to everything. It would greatly increase the public interest in the monthly rat-catching returns submitted to the B.C.C. if the "bag" of each European sportsman was duly tabulated, and I feel sure the newspapers would gladly give that publicity to the records which always adds zest to sport of all kinds.

Appropos the above suggestion, some anonymous scribbler—he must have been a Sassenach—wrote to one of the London papers asserting that bag-pipe music had been proved to be most efficacious in ridding a place of unwarlike rodents. Plague-infected rats usually make themselves scarce in Hongkong before St. Andrew's Day. This festival has been religiously observed here for many years now, and the circumstance averred by the afore-said correspondent may serve to establish the fact that the pernicious little rodents are as unwarlike in their instinct as the swallows which take their flight on the approach of winter. Until reliable evidence is adduced, however, I shall continue to disbelieve the story of the "Pied Piper of Hamelin" who so charmed the rodents with his pipe that he enticed them to death by drowning in the river. Pied Pipers who can play with such fascination are extinct in this age, and so to exterminate rodents we have to enlist the sporting instinct of the people.

BANYAN.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—  
On the 15th at 11.30 a.m. The barometer has risen throughout China and in Japan, and fallen in N. Japan and slightly in the Philippines.  
The depression has moved rapidly to the N.E. and is now situated in the north-eastern part of the Sea of Japan.  
Gradients are becoming steeper upon the China Coast, and fresh N.E. monsoon will prevail in the Formosa Channel and in the northern part of the China Sea.  
Forecast:—Fresh N.E. winds, cloudy, fair.

## AMERICANS IN THE PHILIPPINES.

Presumably the Manila papers will have a good deal to say when they have brought to their notice a contribution to the September *Contemporary Review*, by Mr. John Foreman. He alleges that the Americans in the Philippines have shown exuberant energy "in a wrong direction," and that the American troops, as soon as the novelty of their strange environment had worn off, gave themselves up to all sorts of excesses, debauchery, and vice, with results so horrible that we do not propose to repeat them. Even the better class Americans, it is said, treated the educated Filipinos with contempt, and offensively asserted their superiority. Now, it is stated "even a few Americans have taken up brigandage and piracy." Some useful changes have been made, but "there are other changes which constitute a public nuisance according to opinions frequently expressed in society and through the medium of the Philippine Press. The Philippine Constabulary ought to be either composed of white men warranted not to embezzle, or abolished. The Board of Health, an excellent institution where properly conducted, is here a social scourge, for householders are constantly being worried by the unnecessary visits of the health officer; native vaccinators make a raid on the inhabitants every few months, and until recently they waylaid men, women and children in the public highways, in the city suburbs and the provinces to operate upon them there and then. The Board of Health abuses in the provinces are too numerous to mention. There is an abominable institution called the Secret Police, whose members include the social dogs of various races and nationalities. A secret policeman can arrest anyone by merely exhibiting a metal plate which he carries on his person. The abuses committed by these individuals are innumerable, and one has to be extremely careful not to converse with a stranger lest he should be a secret service spy. Merchants and brokers are followed by them into offices to watch their transactions, private persons are shadowed, and in April last a certain Batista was arrested by a secret service man, carried off in a gig, transferred to a canoe and delivered over to a band of brigands. Whether his assailant was a genuine service man or not matters little; he carried the mysterious badge issued by authority, and the consequences were the same to the victim. In large towns they are fairly safe, but in out-of-the-way places the secret police occasionally lose their lives in the pursuit of their unworthy calling.

With regard to some ostentatious public works, Mr. Foreman says: "Americans like to do everything on a big scale, and the Filipino recognises how trifling were the pilferings of the Spanish officials compared with the enormous defalcations which we hear of weekly under the present rule. Corruption seems to be an inherent condition of American administration, not in the Philippines alone.

"The late civil governor, in his Cincinnati speech, spoke of the humiliation it was to him to know that seventeen American treasurers in the islands were serving their twenty-five years' imprisonment. The Filipinos who pay the money have a right to expect that these defalcations should be made good out of the United States Treasury. The subject of discord, therefore, between Filipinos and Americans is the price the former have to pay for the boon of monastic suppression with its consequent freedom. I will not venture an opinion as to whether the price is fair or otherwise, for who can appraise personal liberty? The Filipino dreamed of independence, which he is not likely to see until history repeats itself and at some long future day the insular banderol of the mother-in-law country will throw off tutelage, for in no colony have the revolutionary wirepullers ever been of pure indigenous stock. If Philippine independence is to be understood to mean complete severance from American or European control, it would not last a year; first, because of the native tendency to split up into factions on all main social, religious or State questions; and secondly, because some other Power, European or Asiatic, would seize the archipelago. The price of individual liberty includes increased taxes, so numerous and complicated as to damp the energy of any but the most enterprising and speculative genius.

"The clause in the Treaty of Paris which secures to Spain, for ten years, trading conditions with the Philippines equal to any the Americans may fix for themselves, expires in December, 1903. Everything goes to confirm the belief that the United States contemplate dealing a death-blow to foreign trade here in 1900. It is believed that protection will be established in these islands in such a manner as to exclude all foreign manufactures similar to those which the United States can supply. The whole scheme is designed for American manufacturers to make fortunes, and whether the importer on this side be American or foreign will matter little to the shipper in the States. On the other hand there is no reciprocity in this trade. Love for the Filipinos does not induce Congress to abolish duties on Philippine produce (sugar and tobacco).

"In fair competition on equal terms with foreigners the Americans have, so far, failed to lay hold of Philippine trade. What insignificant share they have acquired is not worthy of mention. The American capital which it was assumed would flow into these islands has not yet come and there is no agriculture or mining or timber selling in American hands. All the slight changes visible in the provinces denote disbursement; nothing whatever has been done, under American auspices, in a wealth-producing direction. After five years of occupation there is not a mile of new railway capitalised by Americans."

One mistake of the American colonist is (it is said) his disregard for appearances. The native opinion is beneath notice. Of the British, Mr. Foreman remarks:

"With us, military conquest is immediately followed up by moral conquest, secured by the maintenance of prestige. At least, we make an effort in that direction. When we must employ our legions we aim at prowess in the fray and exemplary conduct when the sword is sheathed. In ancient times pillage and violence succeeded conquest; the property of the non-combatants became the spoils of war, and violence terrorised the inhabitants into acquiescence with their warriors' defeat. To-day it is the reverse; with us we enforce, under severe penalties, a respect for non-combatants and their property. We, at once, endeavour to palliate the horrors of war by benevolent measures of conciliation. If the white man, whatever his position might be, descended to the level of the vanquished, we should never raise the conquered race to our level, and prestige, which is the essence of moral conquest, would never be established. Every act of daily life and every word we utter make an indelible impression on the native mind and increase his admiration or his scorn for us, as the case may be. The presence of one's countrywomen in brothels, and marriages with the natives tend to destroy prestige. Preservation of caste requires us to stand on a higher plane and hold the olive branch of grand ideals to the native who cares to reach it. Our system is, more or less, that of all European colonising nations, but America seems to attach no importance to prestige."

## NORTH CHINA INSURANCE CO., LIMITED.

The report of this company, for presentation to the first ordinary general meeting of shareholders, at Shanghai, on 25th instant, reads as follows:—

The directors beg to submit, for the information of shareholders, the annexed duly audited statement of the working account for 1903 to the 30th June 1904, and of the reconstructed company's accounts from 1st January to the 30th June, 1904.

1903.—An interim dividend of 4 per cent, aggregating taels 41,025.64, was declared on the 2nd May last, and after deducting this amount from the balance of the working account, there remains a sum of taels 261,167.37, which the directors recommend should be appropriated in the following manner:—

A final dividend of 4 per cent, on the 1803 paid-up capital.

A bonus of 10 per cent, upon contributory premiums.

Taels 95,309.17 to the credit of the reserve fund raising that fund to Taels 500,000.

And the balance to be transferred to liability account, closing the account for 1903.

1904.—The balance at credit of working account to the 30th June amounts to Taels 217,109.30.

JAPANESE SECURITIES.—The securities mentioned in the balance Sheet are deposited with the Government of Japan to comply with the law of that country.

DIRECTORS.—In accordance with the provisions of the articles of association, the directors all retire, but being eligible, offer themselves for re-election.

AUDITORS.—The accounts have been audited by Messrs. Hayter and King, the former filling the vacancy caused by the resignation of Mr. Wrightson, and the latter acting in the absence of Mr. Wingrove through indisposition. Messrs. Wingrove and Hayter offer their services to the shareholders for the ensuing year.

## SHANGHAI-WOOSUNG RAILWAY.

With the simplest formality possible, the control of the Shanghai-Woosung Railway was on October 9th taken over from the Chinese Imperial Railway Administration and vested in the Board of Commissioners of the Shanghai-Nanking Railway. A special train left Shanghai at 9.10 a.m. for Woosung, carrying the following members of the Board: Taotais Chu Pao-fay and Shou Tun-ho, Mr. D. Landale (of Messrs. Jardine, Matheson & Co.), Mr. J. D. Smart (of the Hongkong and Shanghai Bank), and Mr. A. H. Collinson (Engineer-in-Chief). At Woosung these gentlemen were met by Mr. Chun Oting, the manager under the old administration, and by him the formal delivery of the railway was made. We learn that with the exception of Mr. Chun Oting and one other high Chinese official, who have both received fresh appointments, the Commissioners have taken over the whole staff of the line, and for the present at all events the change of management will be more real than apparent. In this connection it may be mentioned that it is hoped that H.E. Sheng Kang-pao will be sufficiently recovered from his indisposition to cut the first sod of the new railway very shortly.—N.C. Daily News.

## REFORMS NOT WANTED.

The unfortunate young gentleman who had been engaged by the mandarin of Taikang-hsien, Honan, to take charge of the "Hsiao Hsiao-tang" (professionally a school of Western learning), is not having an altogether pleasant time. On the street he gets quite as much, if not more, abuse as the foreigner, and not being used to it feels it more. His students, paid by the official to attend the school, openly show their dislike to learn even geography, and want to revert to the old style essay. I understand, says the N.C. Daily News correspondent at the place, that practically all the "literati" in this quiet out-of-the-way "hsiao" believe that before very long the old order of things will be restored and that these young upstarts with their Western learning will be sent about their business with the rest of everything foreign, including the railway.

## CRICKET.

## INTERPORT TRIAL MATCH.

On Saturday on the Hongkong Cricket Club's ground there was a match between teams captained by R. Hancock and T. Sercombe Smith, the players being eligibles for the Interport fixtures to be held in Hongkong this autumn. Hancock won the toss and sent in Lient. Airy and Colonel Mosse who stood up against the bowling of Horsey and Daniel. Both batsmen were dismissed before double figures had been reached, one wicket falling for 0. The couple who took their places were Dixon and Major Chickester, who carried the score to 40 in the first half hour. Dixon made 33 before being caught by a coolie fielding sub. Major Chickester managed to score 48, being at that figure caught by Daniel. Pearce contributed a useful 32 and A. Mackenzie put on a fine 54 before being bowled by Sercombe Smith. All out for 251 was the final result. When Sercombe Smith's team faced the bowling it was already ten minutes to four, so it was with little hope of beating their opponents' 251 score that they could have entered upon their innings. The first bats were not encouraging, 12, 6, 4 representing the scores of Daniel, Mackay and Butler respectively. Barmie made a good stand and compiled 26 before being bowled by Airy. In the latter part of the innings Heath made a splendid 55. H. Hancock carried his bat with 31 to his credit and Sercombe Smith with 13 runs.

The scores and bowling analysis follow:—

HANCOCK'S TEAM.			
	R.	B.	M.
Lient. Airy, c Heath, b Horsey	0	1	0
Col. Mosse, c Daniel, b Horsey	0	1	0
Walker Dixon, c substitute, b Mackay	33	1	0
Major Chickester, c S.O., c Daniel, b Horsey	48	1	0
V. de Paris, R.N., b Harris	11	1	0
J. T. Dixon, c Maitland, b Horsey	32	1	0
F. Pearce, c Daniel, b Horsey	32	1	0
Cap. P. Davies, A.O.D., run out	3	1	0
A. Mackenzie, b T. S. Smith	54	1	0
A. R. Lowe, lb.w., b T. S. Smith	1	1	0
E. O. Bird, b Daniel	0	1	0
H. Soper, c H. Hancock, b T. S. Smith	0	1	0
H. Hancock (capt.), not out	31	1	0
Extras	10	1	0
Total	251		

T. SERCOMBE SMITH'S TEAM.			
	R.	B.	M.
W. Daniel, c Soper	11	1	0
U. H. Mackay, c de Paris, b Walker Dixon	6	1	0
F. J. Butler, b Walker Dixon	4	1	0
F. J. Butler, c de Paris, b Walker Dixon	10	1	0
C. M. G. Turner, b Airy	26	1	0
A. Ward, b Airy	10	1	0
F. L. Horsey, R.N., b J. T. Dixon	25	1	0
Cap. Harris, R.M.A., c Airy, b J. T. Dixon	6	1	0
A. Heath, lb.w., c Daniel, b Hancock	55	1	0
H. Hancock, not out	31	1	0
Dr. Forsyth, c de Paris, b R. Hancock	6	1	0
T. S. Smith (capt.), not out	13	1	0
Extras	1	1	0
Total	197		

BOWLING ANALYSIS.			
	R.	B.	M.
Horsey, R.N.	12	43	4
Daniel	9	34	2
Mackay	7	32	1
Heath, 110 Mah.	7	36	1
Harris, R.M.A.	4	27	1
T. Sercombe Smith	9	52	3
F. C. Butler	4	17	1
Total	59		

H.K. C.C. "A" V. H.K. POLICE (13 aside).

Played at Happy Valley on Saturday, and won by the H.K. C.C. "A" team, after an interesting game. Over for the H.K. C.C. "A" and Shepherd for the Police were the most successful bowlers: whilst Kew and the Rev. Wells batted well for the victors. Scores:—

H.K.C.C. "A".			
	R.	B.	M.
Shepherd, b Oliver	6	1	0
Lander, b Oliver	3	1	0
McCarthy, b Oliver	11	1	0
Langley, c Gray, b Oliver	8	1	0
Cap. Badley, c Kew, b Butt	1	1	0
Edwards, c Fletcher, b Oliver	0	1	0
Mr. Hallifax (capt.), c Wolf, b Oliver	0	1	0
Cooper, c Gray, b Butt	1	1	0
Kew, c Hickling, b Oliver	0	1	0
Waterer, c Newall, b Oliver	4	1	0
Clyde, not out	4	1	0
Withers, c Parker, b Oliver	0	1	0
McKay, c de Paris, b Oliver	0	1	0
Extras	11	1	0
Total	59		

H.K.C.C. "A".			
	R.	B.	M.
Rev. H. R. Wells, c Clyde, b Shepherd	17	1	0
P. K. Wolf, c Hallifax, b Edwards	14	1	0
A. C. M. Fletcher, c Waterer, b Lander	1	1	0
C. A. Parker, c Clyde, b Lander	1	1	0
Rev. H. H. Hickling, c McCarthy, b Lander	17	1	0
F. H. Kew, not out	12	1	0
T. C. Gray, c Hallifax, b Kent	9	1	0
G. H. Edwards, b Shepherd	9	1	0
S. G. Nowell, b Shepherd	1	1	0
S. A. Seth, run out	0	1	0
C. D. Silas, b Shepherd	3	1	0
A. C. Butt, R.M.L.I. (capt.), b Langley	3	1	0
Rev. E. B. N., not out	3	1	0
Extras	2	1	0
Total (for 11 wickets)	71		

BOWLING ANALYSIS.			
	R.	B.	M.
Wolf	3	8	1
Oliver	8	21	9
Butt	5	2	8
Total	16		

H.K.C.C. "A".			
	R.	B.	M.
Lander	1	3	1
Edwards	17	1	1
Langley	9	1	1
Shepherd	13	1	1
Kent	18	1	1
Total	54		

R.A.M.C. V. CIVIL SERVICE C.C.  
This match, played on the Civil Service C.C. ground, Happy Valley, on Saturday afternoon, resulted in a win for the Civil Service C.C. Scores:—

R.A.M.C.			
	R.	B.	M.
S.S. Alworth, b Weaver	2	1	0
Edwards, b Weaver	1	1	0
L. Harvey, c Brand, b Witcomb	0	1	0
S.S. Wilson, b Raven	13	1	0
Powell, c Atkinson, b Witcomb	1	1	0
Lecky, c Butt, b Weaver	1	1	0
Byford, c Raven, b Weaver	2	1	0
Duff, b Weaver	2	1	0
S. Gordon, not out	5	1	0
Goodwill, b Raven	5	1	0
Thompson, b Raven	2	1	0
Extras	12	1	0
Total	54		

The Patentes-Macmillan & Cameron, Limited, deserve A NATIONAL MEMORIAL for their excellent inventions.—*Dover Chronicle*.  
THE WAVELAY PEN, THE PICKWICK PEN, THE OWL PEN, THE HIRROCK PEN.  
Sold at all Stationers, Waverley Works, Edinburgh. 1402-2

## ENLARGEMENTS

The best way to preserve your Pictures is to have them enlarged. Small prints are liable to be thrown about and thus made dirty or lost; while enlarged ones, framed and hung up, will last for ever, besides serving as decorations to the walls.

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Hongkong, 8th August, 1904.

## PO CHEUNG &amp; CO.

昌寶

14, QUEEN'S ROAD CENTRAL.

FURNISHERS AND UPHOLSTERERS.

GENERAL DOMESTIC GOODS, &amp;c.

COUNTERS, PARTITIONS, FITTINGS, ETC.

MADE TO SIZES AND PARTICULARS.

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TELEPHONE 460.

Hongkong, 15th August, 1904.

[1798]

CIVIL SERVICE.			
	R.	B.	M.
P. T. Lambie, run out, b Byford	19	1	0
R. Witcomb, b Byford	14	1	0
A. R. Raven, c Harvey, b Wilson	0	1	0
Dr. Atkinson, b Wilson	20	1	0
W. S. Weaver, b Wilson	0	1	0
W. Brand, b Wilson	0	1	0
L. R. Brett, b Byford	4	1	0
F. T. Robins, c and b Byford	2	1	0
W. Parkinson, did not bat	0	1	0
W. H. E. Smith, b Byford	0	1	0
W. T. Andrews, not out	1	1	0
Extras	1	1	0
Total	62		

## BOWLING ANALYSIS.

	R.	B.	M.
Weaver	8	15	5
Witcomb	5	1	15
Brett	4	1	13
Total	17		

A.O.C.R.C. V. KOWLOON C.C.

The new Kowloon Cricket Club played their first match at Happy Valley on Saturday afternoon. The Army Ordnance Corps Bowling Club won an easy victory. Scores, etc., were as follows:—

A.O.C.R.C.			
	R.	B.	M.
Webb, b Dr. Swan	10	1	0
Edwards, b Dr. Swan	9	1	0
Dr. Doren, c Dr. Swan, b Dr. Swan	6	1	0
Thurlow, c Dr. Swan, b Scott Cranston	1	1	0
Shinner, c Dr. Swan, b Scott Cranston	1	1	0
McGibbon, b Scott Cranston	7	1	0
Bradford, run out	7	1	0
Oliver, run out	3	1	0
Bronley, c Robinson, b Scott Cranston	3	1	0
Merritt, c Harrop, Dr. Swan	1	1	0
Bilton, not out	1	1	0
Extras	3	1	0
Total	53		

In the match Craigengower C. C. "A" v. Civil Service C. C. "A," played at Happy Valley on Saturday afternoon (Craigengower Ground) the former won by 74 runs to 12.











## SHIPPING.

**ARRIVALS.**  
BINH THUAN, French str., 953, Ribault, 15th October, —Samarang 25th Sept., Sugar, —Bradley & Co.  
CHITUBU, Chinese str., 1,177, C. Stewart, 15th October, —Canton 14th October, General, —Chinese.  
DOTT, Norwegian str., 630, Gjems, 16th Oct., —Chefoo 10th Oct., General, —Chinese.  
HATHUM, British str., 636, A. Robson, 16th October, —Swatow 15th October, General, —Douglas Lippin & Co.  
JACOB DIEDERICHSEN, German str., 620, B. Ohlen, 15th Oct., —Haiphong 13th Oct., General, —Jensen & Co.  
LYRA, American str., 3,505, Geo. V. Williams, 16th Oct., —Shanghai 12th Oct., Lumber and Flour, —Doddwell & Co.  
M. ZAGON, British str., 3,280, W. H. Selby Hall, 14th October, —Bombay 27th Sept., General, —P. & O. S. N. Co.  
PACIFIC, Norwegian str., 857, T. Seeborg, 15th October, —Canton 14th Oct., General, —East Asiatic Trading Co.  
PROVIDENCE, Norwegian str., 693, C. Corneliusson, 15th Oct., —Anping, Amoy and Swatow 14th Oct., General, —Osaka Shosen Kaisha.  
TANIAN, British str., 1,463, W. B. Brown, 15th October, —Australia via Manila and Sydney 20th Aug., General, —Butterfield & Swire.  
TYR, Norwegian str., 1,718, D. L. Danielsen, 15th October, —Hongkong 12th Oct., Coal, —Sander, Wier & Co.

**DEPARTURES.**  
15th October.  
ASPERN, Austrian s.s., for Singapore.  
AUSTRALIAN, Swedish s.s., for Australia.  
BERNARD, British str., for Yokohama.  
CALIFORNIA, Italian str., for Bombay.  
CARL DIEDERICHSEN, German str., for Heilow.  
CAPRICORN, British str., for San Francisco.  
CELESTINE, British str., for Shanghai.  
KOWLOON, British str., for Amoy.  
KWANGLOO, Chinese str., for Canton.  
TAIWAN, British str., for Amoy.  
TIENTSIN, German str., for Bangkok.  
ZAFIRO, British str., for Manila.  
ZWEIER, British str., for Shanghai.  
16th October.  
HANOI, French str., for Haiphong.  
INDUSTRIE, Swedish s.s., for Shanghai.  
M. STUYE, German str., for Tamsui.  
OANFA, British str., for Sourabaya.  
PHEANANG, German str., for Bangkok.  
SLAVONIA, German str., for Yokohama.  
TYE, Norwegian str., for Canton.  
WONGKOT, German str., for Bangkok.

**VESSELS IN DOCK.**  
15th October.  
ABERDEEN DOCKS.—U. S. S. Pathfinder, Lika, Agincourt, U.S.S. Barry, U.S.S. Champer, U.S.S. Bainbridge, U.S.S. Chauncey, Kaiman, H.G.M.S. Hansa, Sika, Netila, Cosmopolitan Dock.—Lika.

**VESSELS ON THE BERTH.**  
DOUGLAS STEAMSHIP COMPANY, LIMITED.  
FOR SWATOW, AMOY AND FOCHOW.  
THE Company's Steamship.

**"HAIMUN."**  
Captain Robson, will be despatched for the above ports TO-MORROW, the 18th inst., at 8 A.M.  
For Freight or Passage, apply to DOUGLAS LAFRAIK & CO., General Managers.  
Hongkong, 15th October, 1904. 12454  
COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOTS—POSTES FRANCAIS.

**NOTICE.**  
STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 18th October, 1904, at 1 P.M., the Company's Steamship "BALAZIE," Captain Negre, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSHIPMENT.  
This steamer connects at COLOMBO with the Australian line s.s. "Caledonia," bound for MARSEILLES via BOMBAY and ADEN.  
Cargo and Specie will be registered for London as well as for Marcellies, and accepted in transit through Marcellies for the principal places of Europe.  
Shipping Orders will be granted till Noon only on Monday, the 17th October. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.  
For further particulars, apply at the Company's Office.

L. BRIDOU, Acting Agent  
Hongkong, 6th October, 1904.

**NIPPON YUSEN KAISHA.**  
AUSTRALIAN LINE.

FOR SYDNEY AND MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNVILLE & BRISBANE.  
THE Company's Steamship.

**"YAWATA MARU."**  
Captain A. E. Moore, will be despatched as above on FRIDAY, the 21st inst., at 4 P.M.  
This well-known Steamer is specially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewards carried.  
For Freight or Passage, apply at the Company's Local Branch Office in Prince's Building First Floor, Chater Road.

A. S. MIHARA, Manager.  
Hongkong, 1st October, 1904. 12350

**NATAL LINE OF STEAMERS.**

THE Undersigned GENERAL AGENTS in China and Japan for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDIA-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CAPTOWNS every fortnight. For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan. Hongkong, 4th August, 1907.

## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL.	MALTA	Brit. str.	R. A. Peters	P. & O. S. N. Co.	22nd inst. Noon.
LONDON & ANTWERP, VIA SINGAPORE, &c.	MALACCA	Brit. str.	A. F. Street	P. & O. S. N. Co.	About 23rd inst.
LONDON, AMSTERDAM & ANTWERP	PINGSUY	Brit. str.	T. G. Steeves	BUTTERFIELD & SWIRE	25th inst.
LONDON, AMSTERDAM & ANTWERP	MACHAON	Brit. str.	T. G. Steeves	BUTTERFIELD & SWIRE	25th inst.
LONDON, AMSTERDAM & ANTWERP	JASON	Brit. str.	T. G. Steeves	BUTTERFIELD & SWIRE	25th inst.
MARSEILLES, &c., VIA PORTS OF CALL.	SALAZIE	French str.	Negro	MESSAGERIES & CO.	22nd Nov.
BREMEN, VIA PORTS OF CALL	ZIETEN	Ger. str.	F. von Binzer	MESSAGERIES & CO.	To-morrow, 1 P.M.
HAVRE & HAMBURG	SUEVIA	Ger. str.	von Döhren	HAMBURG-AMERIKA LINIE	To-morrow, Noon
HAVRE & HAMBURG	BRISGAVIA	Ger. str.	Schulke	HAMBURG-AMERIKA LINIE	1st Nov.
HAVRE & HAMBURG	SLAVONIA	Ger. str.	Schoenfeldt	HAMBURG-AMERIKA LINIE	15th Nov.
HAVRE & HAMBURG	SEGROVIA	Ger. str.	Schoenfeldt	HAMBURG-AMERIKA LINIE	29th Nov.
HAVRE & HAMBURG	SENIGALLIA	Ger. str.	Forst	HAMBURG-AMERIKA LINIE	13th Dec.
HAVRE & HAMBURG	TRIESTE	Ger. str.	Mistorigio	HAMBURG-AMERIKA LINIE	27th Dec.
GENOA, MARSEILLES & LIVERPOOL	ACHILLE	Brit. str.	Williams	BUTTERFIELD & SWIRE	22nd inst.
GENOA, MARSEILLES & LIVERPOOL	AGAMEMNON	Brit. str.	Williams	BUTTERFIELD & SWIRE	22nd inst.
NEW YORK VIA SUEZ CANAL	CLAYTON	Brit. str.	Parker	SHEWAN, TOMES & CO.	About 22nd inst.
NEW YORK VIA SUEZ CANAL	ALBENGA	Ital. str.	Peterson	CARLOWITZ & CO.	About 13th Nov.
NEW YORK VIA PORTS & SUEZ CANAL	KENNEDY	Brit. str.	Peterson	STANDARD OIL CO.	About 18th Nov.
NEW YORK VIA PORTS & SUEZ CANAL	ST. HUGO	Brit. str.	E. Beetham	DODWELL & CO., LTD.	19th inst.
NEW YORK VIA PORTS & SUEZ CANAL	E. OF CHINA	Brit. str.	E. Beetham	CANADIAN PACIFIC R. CO.	29th inst.
VANCOUVER, VIA SHANGHAI, &c.	TARTAR	Brit. str.	G. V. Williams	DODWELL & CO., LTD.	29th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	LYRA	Brit. str.	G. V. Williams	DODWELL & CO., LTD.	1st Nov.
VICTORIA (B.C.) & TACOMA VIA JAPAN	YANGTZE	Brit. str.	Dreher	PORTLAND & ASIATIC CO.	1st Nov.
PORTLAND, OREGON	NUMANTIA	Brit. str.	A. E. Moore	NIPPON YUSEN KAISHA	21st inst., 4 P.M.
AUSTRALIAN PORTS	YAWATA MARU	Brit. str.	A. E. Moore	BUTTERFIELD & SWIRE	27th inst.
KOBE	MAZAGON	Brit. str.	W. H. S. Hall	P. & O. S. N. Co.	About 18th inst.
SHANGHAI, YOKOHAMA & KOBE	KWONGSANG	Brit. str.	P. M. B. Lake	JARDINE, MATHESON & CO.	19th inst., D'light.
SHANGHAI, YOKOHAMA & KOBE	SMILA	Brit. str.	F. R. Summers	SANDER, WIER & CO.	21st inst., P.M.
SHANGHAI, YOKOHAMA & KOBE	BANCA	Brit. str.	F. R. Summers	P. & O. S. N. Co.	About 21st inst.
SHANGHAI, YOKOHAMA & KOBE	TRIUMPH	Jap. str.	A. Hansen	OSAKA SHOSHEN KAISHA	About 25th inst.
FOOCHOW, VIA SWATOW & AMOY	FETHIOF	Jap. str.	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	28th inst., D'light.
TAMUI, VIA SWATOW & AMOY	M. SEVRE	Jap. str.	T. Brandt	OSAKA SHOSHEN KAISHA	30th inst., D'light.
AMOY, VIA SWATOW & AMOY	PROVIDENCE	Jap. str.	K. Kornelissen	OSAKA SHOSHEN KAISHA	19th inst., D'light.
SWATOW, AMOY & FOOCHOW	HAIMUN	Brit. str.	Robson	DOUGLAS LAFRAIK & CO.	To-morrow, 8 A.M.
SWATOW, CHEFOO & TIENTSIN	KANSU	Brit. str.	Pennafather	BUTTERFIELD & SWIRE	To-morrow.
MANILA	TAMING	Brit. str.	G. S. Weigall	JARDINE, MATHESON & CO.	21st inst., 4 P.M.
MANILA	LOONGSANG	Brit. str.	R. W. Almond	SHEWAN, TOMES & CO.	22nd inst., 10 A.M.
MANILA DIRECT	RUBI	Brit. str.	R. Rodger	SHEWAN, TOMES & CO.	29th inst., 10 A.M.
MANILA DIRECT	ZAFIRO	Brit. str.	F. Zwart	JAVA-CHINA JAPAN LINE	About 21st inst.
BATAVIA, CHERIBON, SAMARANG, &c.	TIYPANAS	Dut. str.	J. G. Spence	JAVA-CHINA JAPAN LINE	Quick despatch.
JAVA PORTS	LIGHTNING	Brit. str.	J. G. Spence	DAVID SASSON & CO.	To-morrow, 3 P.M.
SINGAPORE, PENANG & CALCUTTA	KUMSANG	Brit. str.	JARDINE, MATHESON & CO.	JARDINE, MATHESON & CO.	25th inst., 3 P.M.

## JAVA-CHINA-JAPAN LINE.

FOR BATAVIA, CHERIBON, SAMARANG, SOERABAYA & MACASSAR.  
(taking cargo to all ports in Netherlands India on through Bill of Lading.)  
THE Steamship

**"TIYPANAS."**  
Captain P. Zwart, will be despatched for the above ports on or about FRIDAY, the 21st inst.  
For information as to Freight and Passage, apply to the

Head Agent of the  
JAVA-CHINA-JAPAN LINE,  
(Alexandra Buildings, 3rd Floor).  
Hongkong, 14th October, 1904. 12438

DAMPFSCHIFFSRIEDELREI "UNION"  
ACTIEN GESELLSCHAFT, HAMBURG.

FOR NEW YORK.  
THE Steamship

**"ALBENGA."**  
Captain Petersen, will be despatched for the above port on or about SATURDAY, the 19th November.  
For Freight, apply to CARLOWITZ & CO., Agents.  
Hongkong, 15th October, 1904. 2319

## HONGKONG-MACAO LINE.

S.S. "WING CHAI."  
Captain T. Austin, P.N.R.

THIS Steamer departs from Hongkong, on Week Days, at 7.30 A.M.; and on Sundays, at 8.30 A.M.; D-part from Macao on Week Days about 2 P.M. and on Sundays at 7.30 P.M.  
FARES—(week days) 1st Class (including cabin and servant), single \$3. Return Ticket \$5. 2nd Class \$1. 3rd Class 50 cents.  
Every Sunday will be on Excursion, at the following rates:  
1st and 2nd Class, Single Ticket \$1. Return \$2. 3rd Class, Single 30 cents. Return 15 cents. Steerage 10 cents.  
Tiffin and Dinner can be supplied either on board, or at the Macao Hotel, for returning passengers only, at an extra charge of \$2.  
On Sundays, Passengers desiring to have a Private Cabin, which has accommodation for two or more Passengers, will be charged \$3 extra.  
First Class Passengers who do not care to return on the Excursion on Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the steamer not run on the Monday, owing to the boiler cleaning, due notice will be given by the Captain, and the Half-ticket will be available for the following day.  
The Steamer will shortly be lit throughout by Electricity.  
The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.  
MING ON & CO.  
2nd Floor, 16, Victoria Street.  
Hongkong, 7th October, 1904. 23

FOR CANTON.

**"SAN CHEUNG."**  
951 Tons, Captain J. McGinty, will leave for Canton at 9 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.  
First-class Fare, \$3 each way. Second-class, \$1.50 each way. Meals, \$1 each.  
Cargo Freight very moderate.  
CHEUNG ON STEAMBOAT CO., LD.  
No. 147, Connaught Road Central, Hongkong, 15th March, 1904. 12

## HONGKONG-CANTON LINE.

THE British steamship

**"YING KING."**  
Captain E. J. Page, of 1088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled.  
Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M., and returning from Canton every following evening at 5 P.M.  
1st Class ... \$3.00 for Single journey  
2nd ... 1.50  
3rd ... 1.00 each.  
The steamer's wharf is at the Western end of Wing Lok Street.  
YUK ON S.S. CO., LD.  
No. 216, Wing Lok Street.  
Hongkong, 27th February, 1904. 17

## CANADIAN PACIFIC RAILWAY CO.'S

## ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

**SAFETY. SPEED. PUNCTUALITY.**  
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).  
R.M.S. "EMPERESS OF CHINA" ... 6,000 Tons ... WEDNESDAY, 19th Oct.  
R.M.S. "TARTAR" ... 4,425 Tons ... WEDNESDAY, 22nd Nov.  
R.M.S. "EMPERESS OF INDIA" ... 6,000 Tons ... WEDNESDAY, 14th Nov.  
R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 14th Dec.  
R.M.S. "ATHENIAN" ... 3,852 Tons ... WEDNESDAY, 28th Dec.

Hongkong to London, 1st Class ... via St. Lawrence 260 ... via New York 582.  
Intermediate on Steamers, ... 240. ... 242.  
and 1st Class Rail ...

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to  
D. W. CRADDOCK, Acting General Agent,  
9, Pedder Street.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHANGHAI INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR OPERATING IN OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS.	CAPTAIN	TO SAIL ON
"NUMANTIA"	4,370	Bremer	October 27th, 1904.
"ARABIA"	4,463	Bable	November 10th, 1904.
"ARAGONIA"	5,198	Schuld	December 13th, 1904.
"NICOMEDIA"	4,370	Wagner	January 9th, 1905.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.  
Hongkong, 14th October, 1904. 14

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon staterooms, Electric Light, Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila direct.	Sat., 22nd Oct., 10 A.M.
ZAFIRO	2540	R. Rodger	Manila direct.	Sat., 29th Oct., 10 A.M.

For Freight or Passage apply to  
SHEWAN, TOMES & CO., GENERAL MANAGERS.  
Hongkong, 17th October, 1904. 116

## OSAKA SHOSHEN KAISHA

REGULAR STEAM-SHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	LEAVING
"PROVIDENCE"	WEDNESDAY, 19th Oct., at Daylight.
"FRITHJOF"	SUNDAY, 22nd Oct., at Daylight.
"H. A. HARALDSEN"	WEDNESDAY, 26th Oct., at Daylight.
"TRIUMPH"	Oct., at Daylight.
"A. HANSEN"	SUNDAY, 30th Oct., at Daylight.
"M. SEVRE"	at Daylight.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8 Des Voeux Road Central.  
Hongkong, 17th October, 1904. T. ARIMA, Manager 115

## HAMBURG-AMERIKA LINIE.

## OSTASIATISCHER FRACHTDAMPFER-DIENST.

Taking Cargo at through rates to ANTWERP—AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SUEVIA	(HAYRE and HAMBURG)	On 18th Oct. Freight.
BRISGAVIA	(Calling at Singapore, Penang and Colombo)	On 1st Nov. Freight.
SLAVONIA	(HAYRE and HAMBURG)	On 15th Nov. Freight & Passengers.
SEGROVIA	(HAYRE and HAMBURG)	On 29th Nov. Freight.
SENIGALLIA	(HAYRE and HAMBURG)	On 13th Dec. Freight.
ARMENIA	(HAYRE and HAMBURG)	On 27th Dec. Freight.

For Further Particulars, apply to  
HAMBURG-AMERIKA LINIE.  
HONGKONG OFFICE,  
No. 1, QUEEN'S BUILDINGS.

## NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.  
CONNECTING AT TACOMA WITH  
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
LYRA	4,417	G. V. Williams	Saturday, October 29th

† Cargo only.

## FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

## CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.  
For further information apply to—  
DODWELL & CO., LIMITED, GENERAL AGENTS.  
QUEEN'S BUILDINGS.  
Hongkong, 26th September, 1904. 17

## PENINSULAR AND ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
KOBE	MAZAGON	About 18th October	Freight only.
SHANGHAI	SMILA	About 21st October	Freight and Passage.
LONDON, &c.	MALTA	Noon, 22nd October	See Special Advertisement.
LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	MALACCA	About 23rd October	Freight and Passage.
SHANGHAI, MOJI and KOBE	BANCA	About 25th October	Freight only.

\* Expected to arrive on or about 7th October, will leave for the above port as soon as possible after her arrival with the next English Mail.

For further Particulars, apply to  
E. A. HEWETT, Superintendent.  
Hongkong, 17th October, 1904.

## IMPERIAL GERMAN MAIL LINE.

## NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.  
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS.	SAILING DATES.
ZIETEN	WEDNESDAY 26th October
PRINZESS ALICE	WEDNESDAY 9th November
PRINZ REGENT LUITPOLD	WEDNESDAY 23rd November
PERUSSEN	WEDNESDAY 7th December
PRINZ EITEL FRIEDRICH	WEDNESDAY 21st December
SEYDLITZ	WEDNESDAY 14th January 1905
GNEISENAU	WEDNESDAY 1st February
BAYERN	WEDNESDAY 15th February
PRINZ HEINRICH	WEDNESDAY 1st March
SACHSEN	WEDNESDAY 15th March
PRINZESS ALICE	WEDNESDAY 29th March
PRINZ REGENT LUITPOLD	WEDNESDAY 12th April
PERUSSEN	WEDNESDAY 26th April
PRINZ EITEL FRIEDRICH	WEDNESDAY 10th May

ON WEDNESDAY, the 26th day of OCTOBER, 1904, at NOON, the Steamship "ZIETEN," Captain F. von Binzer, with MAIL PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.



# OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,  
AND SUMATRA PORTS.

## OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 22nd October.
GLASGOW and LIVERPOOL	"PYRRHUS"	On 27th October.
GLASGOW and LIVERPOOL	"YANGTZE"	On 29th October.
GLASGOW and LIVERPOOL	"DARDANUS"	On 5th November.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 11th November.

## HOMEWARDS.

FROM	STEAMERS	TO SAIL
GENOA, MARSEILLES and LIVERPOOL	"ACHILLES"	On 22nd October.
LONDON, AMSTERDAM and ANTWERP	"PINGSUEY"	On 25th October.
LONDON, AMSTERDAM and ANTWERP	"MACHAON"	On 8th November.
LONDON, AMSTERDAM and ANTWERP	"JASON"	On 22nd November.
GENOA, MARSEILLES and LIVERPOOL	"AGAMEMNON"	On 22nd November.

## TRANS-PACIFIC SERVICE.

FROM	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	"YANGTZE"	On 1st November.

For Freight, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS.  
[10-11]

## CHINA NAVIGATION CO. LIMITED.

FROM	STEAMERS	TO SAIL
MANILA, CHEFOO and TIENTSIN	"TAMING"	On 18th October.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"KANSU"	On 27th October.
	"TAIYUAN"	On 27th October.

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.  
† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.  
For Freight or Passage, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS.  
[12]

Hongkong, 15th October, 1904.

## INDO-CHINA STEAM NAVIGATION CO. LIMITED.

(PROJECTED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
SHANGHAI	"KWONGSANG"	Wednesday, 19th Oct., D'light
MANILA	"LOONGSANG"	Friday, 21st Oct., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Tuesday, 25th Oct., 3 P.M.

\* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.  
† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.  
‡ For Freight or Passage, apply to—  
**JARDINE, MATHESON & CO.,**  
GENERAL MANAGERS.  
[1938]

Hongkong, 17th October, 1904.

## SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL.  
The following chartered steamers will run at intervals of about 3 weeks:—

STEAMER	CAPTAIN
S.S. "SWANLEY"	Captain J. P. Dawson.
S.S. "COURTFIELD"	Captain J. W. Martin.
S.S. "CRANLEY"	Captain W. E. Steele.
S.S. "IKBAL"	Captain A. Jennings.
S.S. "ASCOT"	Captain C. E. Cox.
S.S. "TWEEDDALE"	Captain T. M. Milne.
S.S. "LOTHIAN"	Captain J. C. Williamson.
S.S. "INKUM"	Captain E. S. Pearce.

For Freight, apply to

**GIBB, LIVINGSTON & CO.,**  
AGENTS.  
[2030]

Hongkong, 27th September, 1904.

## JAVA-CHINA-JAPAN LIJN,

REGULAR FOUR-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
"TJIPANAS"	JAPAN	First half of October	JAVA PORTS	Second half of October
"TJILATJAP"	JAVA	First half of October	JAPAN via SHANGHAI	Second half of October
"TJIMAH"	JAVA	First half of November	JAPAN via SHANGHAI	First half of November

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

HEAD AGENCY OF THE

**JAVA-CHINA-JAPAN LIJN.**

Alexandra Buildings, 3rd Floor.

Hongkong, 30th September, 1904.

## AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"CLAVERBURN,"

Captain Parker, will be despatched for the above

port on SATURDAY, the 22nd inst.

For Freight, apply to—  
**SHEWAN, TOMES & CO.,**  
General Agents.  
Hongkong, 18th September, 1904. [2211]

## STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SUEZ CANAL.

THE Steamship

"KENNEBEC"

will be despatched as above on or about the 12th

November.

For Freight or further information, apply to  
**STANDARD OIL COMPANY**  
OF NEW YORK  
Oriental Freight Department.  
Hongkong, 14th October, 1904. [2439]

## VESSEL ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

## THE Steamship

"LIGHTNING,"  
Captain J. G. Spence, will be despatched for the above ports on TUESDAY, the 18th inst., at 3 P.M.  
For Freight or Passage, apply to—  
**DAVID SASSOON & CO., LD.,**  
Agents.  
Hongkong, 12th October, 1904. [2422]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"MARIA VALERIE,"

Captain Berberovich, will leave for the above

places on FRIDAY, the 21st inst., P.M.

For Freight or Passage, apply to—  
**SANDER, WIELER & CO.,**  
Agents,  
Princes' Buildings.  
Hongkong, 14th October, 1904. [3]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, PERMAN GULF, CONTINENTAL,

AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"MALTA,"

Captain R. A. Peters, carrying His Majesty's

Mails, will be despatched from this port for Bombay

on SATURDAY, the 22nd OCTOBER, at

Noon, taking passengers and cargo for the

above ports in connection with the Company's

steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified

Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other

Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS.  
[10-11]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

FRIEDLAND (DIRECT),

CALLING AT SINGAPORE, PENANG,

CALCUTTA, COLOMBO, ADEN,

SUEZ AND PORT SAID.

(Taking Cargo at through rates to the BRAZILS,

TO SOUTH AFRICA, RED SEA, BLACK SEA,

LEVANT, VENICE AND ADRICATICO PORTS).

THE Company's Steamship

"TRIESTE,"

Captain Mistrorigo, will be despatched as above

on SATURDAY, the 29th inst., P.M.

For information as to Passage and Freight,

apply to—  
**SANDER, WIELER & CO.,**  
Agents,  
Princes' Buildings.  
Hongkong, 4th October, 1904. [3]

## REGULAR STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SUEZ CANAL

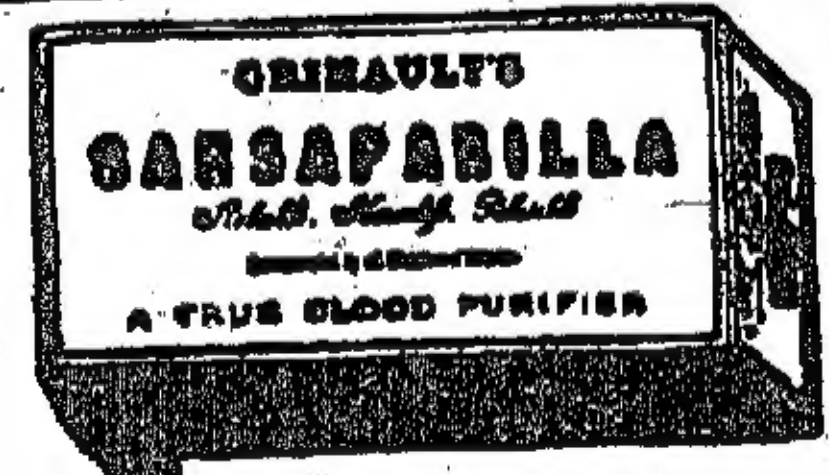
PROPOSED SAILINGS FROM HONGKONG.

About

"ST. HUGO" 18th Nov.

For Freight and further information, apply to

**DODWELL & CO., LD.,**  
Agents.  
Hongkong, 9th August, 1904. [877]



## CLEANSE YOUR BLOOD

WITH GRIMAULT & Co's

**SARSAPARILLA!**

For eruptions, scrofula, boils, ulcers,

sores, carbuncles, pimples, blotches,

and all disorders originating in vitiated

blood, this medicine is the most

reliable and most economical and

contains no mercury or dangerous

minerals. No other blood-purifier gives

equal satisfaction or is so universally

in demand.

**GRIMAULT & Co**

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Sold by all dealers.

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circulates largely throughout Southern China

Indo-China, etc.

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Central, Hongkong, 131, Fleet Street, London

or from the different Agents.

Documents translated from or into Classical

or Colloquial Chinese.

## NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENALDER,"

FROM ANTWERP, LONDON AND

STRAITS.

CONSIGNEES of Cargo are hereby informed

that all Goods are being landed at their

risk into the Godowns of the Hongkong and

Kowloon Wharf and Godown Co., Ltd., whence

and/or from the wharves delivery may be

obtained.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods undelivered

after the 15th inst. will be subject to rent.

All Claims against the Steamer must be

presented to the Undersigned on or before the

25th inst. or they will not be recognised.

All broken, chafed, and damaged Goods are to

be left in the Godowns, where they will be

examined on the 15th inst. at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

**GIBB, LIVINGSTON & CO.,**  
Agents.  
Hongkong, 12th October, 1904. [2127]

## OCEAN STEAMSHIP COMPANY, LIMITED.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"JASON,"

are hereby notified that the Cargo is being

discharged into Craft, and/or landed at the

Godowns of the Hongkong and Kowloon

Wharf and Godown Co., Ltd., where in both

cases it will lie at Consignees' risk. The Cargo

will be ready for delivery from Craft or Godown

on and after the 14th inst.

Optional cargo will be landed, unless notice

has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to

be left in the Godowns, where they will be

examined at 11 A.M. on the 19th inst.

No Claims will be admitted after the Goods

have left the steamer's Godown, and all Goods

remaining undelivered after the 19th inst. will

be subject to rent.

All Claims against the Steamer must be pre-

sented to the Undersigned on or before the

22nd inst. or they will not be recognised.

No Fire Insurance has been effected.

**BUTTERFIELD & SWIRE,**  
Agents.  
Hongkong, 12th October, 1904. [10-11]

## FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SLAVONIA,"

Captain Madsen, having arrived from the

above ports, Consignees of Cargo are hereby

requested to send in their Bills of Lading for

countersignature by the Undersigned and to

take immediate delivery of their Goods from

alongside.

Option 1 Cargo will be forwarded unless

notice to the contrary be given before Noon,

TO-DAY, the 13th inst.

Any Cargo impeding her discharge will be

landed into the Godowns of the Hongkong and

Kowloon Wharf and Godown Company, Limited,

and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 20th inst. will be subject

to rent.

All broken, chafed, and damaged Goods are to

be left in the Godowns, where they will be

examined on the 20th inst. at 3 P.M.

No Fire Insurance has been effected.

**HAMBURG-AMERIKA LINIE,**  
Hongkong Office.  
Hongkong, 13th October, 1904. [9445]

## SHIPPING IN PORT.

STEAMERS.

AGINCOURT, British str., 2,378, H. T. Worsnop,

Hainan Island 1st Oct.—Gillman & Co.

BOVENBOR, French str., 297, Sisco, 9th October,

Saigon 4th October, Rice.—Chiucho.

CHOYAT, German str., 1,115, H. Texor, 12th

October.—Bangkok 5th Oct. General.—

Butterfield & Swire.



